

that these children, who can never become citizens, will somehow be allowed to vote for him. It is outrageous.

We must not make light of this tragedy. These are children—desperate boys and girls who are being demonized after being brutally victimized by drug traffickers. Opponents of immigration are exploiting their desperation for political sport, but the stakes could not be higher for the Republican Party.

With only 6 legislative days before the July 4 recess, Republican leaders have little or no time to demonstrate compassion and understanding of the immigration issue, enact real border security, allow legal immigration that feeds our economy, and get people who have lived here for decades on the books.

Six days, Mr. Speaker, before this issue clobbers the Republican Presidential nominee in the 2016 election. You may have waited too long to act, but that is—as it always has been—up to you.

AMERICA NEEDS NATIONAL ENERGY POLICY

The SPEAKER pro tempore. The Chair recognizes the gentleman from Illinois (Mr. SHIMKUS) for 5 minutes.

Mr. SHIMKUS. Mr. Speaker, headlined today in one of the papers: "Oil Prices to Rise as High as \$120 Per Barrel Due to the Iraqi Crisis."

Headlined a couple of days ago: "Oil at a 3-Month High on Iraq Anxiety."

This brings me back to an issue that I have spoken of many times throughout the years as a Member of Congress, that this Nation needs to have a national energy policy and, just like you would in a good investment portfolio, a diversified energy portfolio.

In the energy arena, I break it into two areas: electricity generation and transportation fuels. In electricity generation, we need to have the full range of competitive fueling technologies to have enough electricity at low prices to fuel and run our economy.

It is hot in Washington, D.C., today. A lot of air conditioners are on, and we want to be able to cool our homes at low prices. That means having a diversified energy portfolio: nuclear power, coal, natural gas, hydro, wind, and solar.

A debate on a diversified energy portfolio doesn't put all of your eggs in one basket. It allows you to have flexibility when there is a crunch or crisis in one of the other areas—likewise in the transportation fuel arena, especially with the crisis in Iraq.

Mr. Speaker, who would have thought, after all these years, we would still be held hostage to high crude oil prices from an unstable region far away off our shores? Shame on us for not taking advantage of what we have locally and in the North American continent.

That is why we need to continue our focus on a diversified portfolio for liquid transportation fuels. Based upon

the premise of energy security, we should not be held hostage to countries that don't like us, who want to do us harm, who use our money to fund extremists, but here we are again, in that same position.

So what would a diversified liquid transportation fuel portfolio look like? Well, we know what it would look like. Let's make sure we use this new technology of fracking and take this crude oil and natural gas out of our ground and use that to fuel ourselves, not relying on other countries.

Let's finish the Keystone XL pipeline from our North American neighbors—the Canadians—who are our friends and allies, who will not be an unstable regime, but would be a loyal ally, as they have been for years and years and years.

Let's continue to move on a renewable fuel portfolio, use our agricultural resources in ethanol and soy diesel and beef tallow to ensure that there is a diversified portfolio, so that if any one sector is stressed, you have other sectors in the liquid transportation arena that can pick up the slack and make sure that we are never held hostage again by these foreign regimes.

It is very frustrating to go through this energy cycle where we think everything is fine, the world is at peace, and we start having debates about shutting down this diversified portfolio, only to be reminded—like we are right now—of unstable regimes that don't like us, that when they go into crisis, we all pay.

Mr. Speaker, it is time that we remember energy security means energy security and a diversified portfolio on electricity generation and liquid transportation fuels. I hope we continue to make that message as we move through the legislative calendar this year.

NATIONAL POLLINATOR WEEK

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, Members of Congress come to the floor to take the opportunity to urge that we deal with the great issues of the day—the failure of the House of Representatives to deal with climate challenge and global warming; to reduce senseless gun violence; and the crying need to rebuild and renew America and pay for the rebuilding—but there are also a range of other issues that don't, on the surface, appear to be quite that important, but play a critical part in the bigger picture.

Today, I would like to address just one small part of the bigger picture because this is National Pollinator Week, where we recognize the importance of honeybees and over 250,000 other species that pollinate our food and which create \$20 billion to \$30 billion in agricultural production in the United States every year. Honeybees alone are

responsible for pollinating one in every three bites of food we eat. Nearly 100 varieties of fruits depend on honeybee pollination.

While significant media attention has been devoted in recent years to the decline of honeybees, there is evidence of wild pollinator declines. Native bees are especially important to a number of iconic northwest agricultural products—such as cherries, apples, berries, as well as seed crops like alfalfa, canola, and vegetable seed.

I am proud that, in my community, we are home to the internationally-renowned Xerces Society, a nonprofit in the forefront of pollinator protection and habitat conservation, which harnesses the knowledge of scientists and the enthusiasm of citizens to implement conservation programs worldwide.

We saw in our community that businesses were stepping up to educate citizens and give pollinators a home. Last year, the rooftops of two local New Seasons Market grocery stores became home to several honeybee colonies—over 50,000 small pollinators—as part of the store's Bee Part of the Solution campaign.

Last summer, the Overlook neighborhood in my district started a project to become Portland's first pesticide-free neighborhood. Hundreds of households have committed to landscaping without the use of toxic chemicals to protect the habitat for not just bees, but wildlife as well.

These efforts are very important because the pollinator species and the livelihoods they support are suffering catastrophic loss, reaching an alarming 42 percent loss in recent studies.

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American beekeepers have been consistently reporting severe colony losses of this magnitude for the last several years. The situation is serious and can have a devastating impact both on our food systems and the environment.

A certain class of insecticides, neonicotinoids, have been linked to damaging effects on honeybees and other pollinators, such as impairing their foraging and feeding behavior, disorientation, failure to find their way back to the beehives, weakened immunity, and interrupting the reproductive process.

A year ago, over 50,000 bumblebees died in Oregon as a direct result of an exposure to a neonicotinoid lawfully applied to trees for cosmetic purposes—the largest bumblebee kill on record.

Citing the mounting threats from these pesticides that honeybees and other pollinators now face and the importance and the value of the pollination process, last year Congressman CONYERS and I introduced H.R. 2692, Saving America's Pollinators Act. The bill would direct the Environmental Protection Agency to immediately suspend the use of the most bee-toxic neonicotinoids and review the impact

they have on pollinators and on the entire food chain and make a new determination about their proper application and safe use.

I hope that during Pollinator Week my colleagues will consider joining the 65 bipartisan cosponsors in this effort. While lots of major issues tie Congress into partisan knots, being able to protect the pollination process and its impact on the environment is a small step to protect the environment and is one that can actually bring us together in a low-cost, high-impact way.

I urge my colleagues to consider joining me in this effort.

HONORING MARVIN TEIXEIRA

The SPEAKER pro tempore. The Chair recognizes the gentleman from Nevada (Mr. AMODEI) for 5 minutes.

Mr. AMODEI. Mr. Speaker, tomorrow in Carson City, Nevada, there will be a memorial service for former Mayor Marv Teixeira. Marv called Carson City home for about 50 years, coming from the bay area as the IBM typewriter—I know that is a phrase that is foreign to many of you—as the IBM typewriter salesman in the State capital of Nevada. During those decades, Marv set a blistering pace as a member of the community: husband, coach, businessman, public servant, lobbyist, and kind of a self-appointed Carson City gadfly.

Before he became what we friendly referred to him as the “mayor for life,” he was the unofficial youth sports czar for Carson City. He coached recreation league basketball, coached Little League baseball, founded the Pop Warner football league in Carson City. In this later role as the founder of the Pop Warner football league, he had the distinction of molding a then young DEAN HELLER, now a United States Senator from Nevada, into the football athlete that Senator HELLER didn’t become.

Once he was elected mayor of Carson City, his Portuguese charm was on full display. If he called you “pal” during a board of supervisors meeting, you weren’t a pal. He called for motions to adjourn when the agenda was completed by announcing, “We are out of Schlitz.”

He fancied himself a top-tier lobbyist for Carson City, both at the State level and here in the Nation’s Capital, because if lawmakers didn’t do what he thought should be done, he simply questioned your intelligence and, in a fatherly way, advised you to do what he wanted you to do, and please be quick about it.

Finally, Marv understood that he was both good-looking and a sharp dresser. In this role, he taught me an invaluable lesson as a public servant: when you are at functions, the proper thing to wear was not a tie, that you should wear a turtleneck; because, invariably, if food was being served at these functions and you happened to drip something down the front, you could, as Marv demonstrated to me on one occasion at a function, simply go to the

men’s room, turn the turtleneck around, put your sport coat back on, and come back as if nothing ever happened.

Carson will miss our mayor for life. When you go by the bypass, the hay barn as we like to call it, or Governors Field, think of our mayor for life, Marv Teixeira.

Rest in peace, Your Honor; and thank you, Coach.

OUR CRUMBLING INFRASTRUCTURE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Illinois (Mr. QUIGLEY) for 5 minutes.

Mr. QUIGLEY. Mr. Speaker, for generations, this country’s infrastructure served as the backbone for our economic success. We dreamed big, we built bigger, and our economy flourished; but today our infrastructure is crumbling, and the growth of our economy is slow. Without serious long-term investments in our transportation infrastructure, we simply will not be able to compete in today’s global economy.

Over the past 50 years, as a share of our economy, our investment in transportation has shrunk by half. Europe now invests twice as much as we do in transportation. China invests four times as much. Over time, America has fallen into 19th place when it comes to the quality of our infrastructure.

Nowhere is this more apparent than in my hometown of Chicago, where 1,000 miles of road in the city of Chicago are in need of total reconstruction. 675 bridges in Cook County are structurally deficient or functionally obsolete. North Lake Shore Drive is one of the highest accident locations in the State as a result of its aging infrastructure.

The CTA is a century-old transit system that desperately needs updates to keep up with increased capacity. Oh, by the way, the CTA in Chicago in 1 month carries more passengers than Amtrak does in an entire year.

All of these things will cost money, but the long-term economic benefits they will provide will far outweigh the upfront cost. The President likes to say that first-class infrastructure attracts first-class jobs, and he is right. Business needs strong infrastructure to grow. They need good highways and railways to move their products. They need reliable public transit to get their employees to work.

Infrastructure investment requires forward thinking; it requires long-term planning. The fact that Congress faces its lowest public approval ratings ever while this country’s infrastructure is crumbling is no coincidence. In my second year on the Appropriations Committee, I know all too well how little this Congress is investing in our future.

I became an appropriator to help bring much-needed funding back to my city and my State, but politics has replaced progress when it comes to my

committee’s once immense power of the purse. The important work of the Appropriations Committee to help cities and States fund critical infrastructure improvements has been stymied by the inability of this Congress to set aside our differences and look beyond the next election. We are trying to rebuild America’s crumbling infrastructure one year at a time, and we are coming up short. When did we decide that planning one year ahead was good enough? Name one successful business that operates this way.

We shouldn’t be forcing cities like Chicago and States like Illinois to make plans based on stopgap funding measures. We owe it to our constituents to provide a far-reaching plan that gives cities and States the certainty they need to plan ahead and invest in tomorrow. We should be empowering cities and States to make their own choices for their long-term success by providing them with the funding to do so.

It is time for this Congress to go big and plan for the long-term projects that will modernize our infrastructure, spur economic growth, create jobs. Remember, every billion dollars invested in infrastructure creates 30,000 jobs.

Congress will face an important test over the next few months. Over the summer, the highway trust fund will run out and soon MAP-21 will expire. Allowing Federal funding for transportation projects to run out would force States to stop ongoing projects, risking over 700,000 jobs over the next year.

The consequences for inaction are too great. It is time for Congress to step up to the plate and finally enact a long-term highway bill that reforms the trust fund and makes it solvent for years to come, because as President Reagan said: rebuilding our infrastructure is an investment in tomorrow we must make today.

END HUNGER NOW

The SPEAKER pro tempore. The Chair recognizes the gentleman from Massachusetts (Mr. MCGOVERN) for 5 minutes.

Mr. MCGOVERN. Mr. Speaker, each week I come to this floor to talk about ways that we can End Hunger Now. I have a simple premise that hunger is a political condition. We can end hunger now if we simply muster the political will to do so.

Over the past year, I have defended the SNAP program, formerly known as food stamps. I have discussed the importance of nutritious school meals and have sung the praises of the WIC program. The Federal antihunger programs are amazing. They are effective, and they are efficient and are preventing hunger from becoming worse than it already is.

The Federal antihunger programs can’t do it alone, at least not the way they are currently structured. Despite what many critics claim, the Federal antihunger programs are too meager,